

WHAT IS CLAIMED IS:

1. A watercraft comprising a hull, an engine disposed within the hull, the engine having an engine body defining at least one combustion chamber therein, a fuel delivery system configured to deliver fuel to the engine body for combustion within the combustion chamber, a lubrication system configured to circulate lubricant through the engine body, a lubricant pressure sensor configured to detect a pressure within the lubrication system, an engine speed sensor configured to detect a speed of the engine, a controller connected to the lubricant pressure sensor, the engine speed sensor, and the fuel delivery system, the controller being configured to gradually reduce the speed of the engine if the lubricant pressure is below a predetermined pressure.
2. The watercraft set forth in Claim 1, wherein the controller is configured to gradually reduce fuel injection to the least one combustion chamber so as to gradually reduce the speed of the engine.
3. The watercraft set forth in Claim 1 additionally comprising a throttle lever disposed in a rider's area of the hull, wherein the controller is configured to determine a position the throttle lever, the controller being configured to return the engine to normal speed when the throttle lever is returned to an idle position.
4. The watercraft set forth in Claim 1, wherein the controller is configured to restore normal engine speed operation when the engine has been stopped.
5. The watercraft set forth in Claim 1, wherein the controller is configured to trigger an alarm when the pressure changes by more than the predetermined magnitude of pressure.
6. The watercraft set forth in Claim 5 wherein the alarm can give an acoustical signal.
7. The watercraft set forth in Claim 5 wherein the alarm can give a visual signal.
8. A method of controlling operation of an engine having an engine load input device and a lubrication system, the method comprising determining a pressure within the lubrication system, determining if the pressure is less than a predetermined pressure, triggering an abnormal to lubricant pressure operation mode in which the engine speed is gradually reduced.

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9. The watercraft set forth in Claim 8 additionally comprising restoring a normal operation of the engine when the engine load input device is returned to a position corresponding to an engine load below a predetermined engine load.

10. The method according to Claim 8 additionally comprising restoring a normal operation of the engine after the engine has been stopped.

11. The method according to Claim 8, wherein the engine load input device can be a throttle lever.

12. The method according to Claim 8, wherein the engine speed is gradually reduced by limiting fuel injection to the least one combustion chamber.

13. A watercraft comprising a hull, an engine disposed within the hull, a lubrication system configured to circulate lubricant through the engine, a lubricant pressure sensor configured to detect a pressure within the lubrication system, an engine speed sensor configured to detect a speed of the engine, a controller configured to decrease engine speed if the lubricant pressure is below a predetermined pressure, an engine load input device, the controller being configured to continue to operate the engine at a reduced engine speed until the engine load input device is moved to position corresponding to an engine load that is below a predetermined engine load.

14. The watercraft according to Claim 13, wherein the controller is configured to gradually reduce engine speed when the lubricant pressure is below the predetermined pressure.

15. The watercraft according to Claim 13 additionally comprising an alarm, the controller being configured to trigger the alarm when the lubricant pressure is below the predetermined pressure.

16. A method of controlling operation of an engine having a lubrication system and an engine load input device, the method comprising determining if a pressure in the lubrication system is below a predetermined pressure, reducing a speed of the engine if the lubricant pressure is below the predetermined pressure, and restoring normal operation of the engine if the engine load input device is returned to a position corresponding to an engine load below a predetermined engine load.

17. The method according to Claim 16, wherein the engine load input device is a throttle lever.

18. The method according to Claim 16, wherein the step of reducing a speed of the engine comprises reducing fuel injection.